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AND INDIAN DAILY NEWS.

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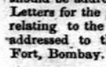

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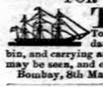

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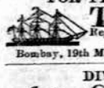

C. E. HEINKE, SUBMARINE ENGINEER, 79, Great Portland-street London, begs to call the attention of Shipowners, Merchants, Captains, &c. &c., to the important Improvements made by him in the SUBMARINE HELMET, DRESS, and APPARATUS, which enables a Diver to remain any length of time under water for the Recovery of Property from Wrecks, Making and Repairing Foundations of Harbours and Bridges, and also for PEARL and SPONGE DIVING.

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THE new and fast sailing well-known Screw Steamer TELEGRAPH, Captain JOHNSON, will be despatched to Surat on SATURDAY, the 23rd instant.

For first-class Passage, apply to Messrs. MANOCKJEE LIMJEE & Co., below Messrs. LECKIE & Co., Rampart Row.

For Deck Passage and Freight apply to the Manager at the Steamer's office, Bazar Gate Street.
Bombay, 20th May 1863.

FOR SURAT.

THE fast-sailing first-class Steamship, MANCHESTER, C. W. MCDONALD, Commander, was lately repaired extensively and efficiently in Her Majesty's Dockyard under the supervision of Government Officers; her Engines have been thoroughly repaired and refitted with a new Boiler, and has excellent accommodation for first-class Passengers, will leave the Apollo Port, on SATURDAY, the 23rd instant, at 12 A.M. positively.

For Freight and Passage, apply at the Office, Bazar Gate Street, Fort, Opposite to Kaka Parekh.

DWARKADASS ODHOVJEE, Secretary.
Bombay, 18th May 1863.

FOR SURAT.

THE fast sailing first-class Steamship VICTORIA, G. ARMED, Commander, lately repaired extensively and efficiently in Her Majesty's Dockyard under the supervision of Government Officers; the Engines have been thoroughly repaired and refitted with a new Boiler, and has excellent accommodation for first-class Passengers, will leave for the above Port, on SATURDAY, the 23rd instant, at 12 noon positively.

For Freight and Passage apply to KAREN NURSEEBHOY & Co, Bazar Gate Street, Fort, opposite to Motishaw's house.

Wanted.

WANTED.—By a European Firm, an ASSISTANT BOOK-KEEPER well acquainted with Accounts. Address "A. B. C." *Gazette* Office.

WANTED TO PURCHASE.—A small ENGLISH STOVE, or AMERICAN KITCHENER. Address, stating price, A. J. T., *Bombay Gazette* Office, 39, Medow Street, Fort.

Business Announcements.

C. STEPHENS & SONS.—Take this opportunity of informing the Public, that as much anatomical skill is required in Shoeing a horse *properly*, they are now enabled to arrange so that one of them shall constantly be in attendance at the Forge to superintend the workmen, all of whom are Europeans, and have served their time at one of the best Forges in London. The injury done to animals in this Presidency by the ignorance of Farriers, who, without the slightest knowledge of the anatomy of the Horse's foot, ply their craft, is quite incalculable, and highly detrimental to the public interes

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RED BOOT MART, Ready-made Boot and Shoe Warehouse, London and Paris Manufacture, established 1847.—The undersigned, in returning thanks to the public of Bombay and Outstations, begs to state that he has just removed to his former premises, No. 2, Hummum Street.

N. B.—Constituents in Outstations are respectfully requested to send a fitting boot or shoe of the size required, otherwise self-measurements will be at the risk of the sender.

R. P. regrets that, in consequence of so many gentlemen failing to remit the amount (after they have received the goods) according to promise, he cannot execute any order unless accompanied by a remittance or reference for payment

TERMS—CASH.
RICHARD PARTRIDGE.

TO LET, the Upper STORIES of the said premises, for an Office, from and after the 1st of May. Apply to RICHARD PARTRIDGE.
16th April, 1863.

Notices.

NOTICE.—Consignees of Cargo per *Africana*, from London, are requested to send Boats to take delivery of their Goods as they come to hand, otherwise they will be landed by the Captain at their expense and risk, and he will not be responsible for the condition of any Package after it leaves the Ship's deck.

T. K. HATFIELD, Master.
At Cursetjee Pallonjee & Co. Dubash.

NOTICE.—Consignees of Cargo per *Lord Raglan*, from London, are requested to SEND OFF BOATS for their respective Cargoes, failing which, they will be landed by Captain POPE, at the Custom-house, at their expense and risk.

W. NICOL & Co., Agents.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.—An Extension of the Railway from JULGAUM to MULKAPOOR, a distance of 44¼ miles, will be opened for Public Traffic on and after THURSDAY, the 21st instant.

The Train now leaving Egutpoora at 6-30 A.M. in connection with the 9 P.M. Down Train from Bombay, will run on to Mulkapoor arriving there at 8-8 P.M.

The Up Train will leave Mulkapoor at 9-0 A.M., arriving at Egutpoora at 11-55 P.M., as at present.

J. S. LOWE,
Acting Traffic Manager.
Traffic Manager's Office, Bombay Terminus, 18th May 1863.

NOTICE.—MONDAY the 25th instant, will be observed as a HOLIDAY by the undernoted Establishments, to commemorate the Anniversary of the Birthday of Her Majesty the Queen.

For the Oriental Bank Corporation,
ROBERT J. PRINGLE, Sub-Agent, Bombay.
For the Agra, and United Service Bank, Limited,
H. B. MACCULLOCH, Manager, Bombay.
For the Chartered Mercantile Bank of India, London and China,
R. D. PEEBLES, Acting Agent, Bombay.
For the Chartered Bank of India, Australia and China,
A. MORRISON, Agent, Bombay.
For the Central Bank of Western India,
EDWIN HEYCOCK, Manager, Bombay.
For the Bank of Hindustan, Limited,
R. W. BAKER, Manager.
For the Agency of the Comptoir D'Escompte de Paris,
T. R. R. DAVISON, Manager.
Bombay, 15th May 1863.

THE Partnership hitherto existing between the undersigned was dissolved on the 12th February, 1863, by mutual consent
D. J. E. PENNEY.
WILLIAM J. BEST.

MR. J. DUFF GRANT has this day joined me, and will take up the Exchange business of Mr. THOMAS BROMLEY, who retires in his favor. Our business will be carried on under the name of "BEST AND GRANT."
Bombay, 1st May 1863. WILLIAM J. BEST.

WE do hereby given notice that all bills due to us if not settled by the 1st June next, shall be handed over to our Solicitors for Recovery.
9th May 1863. LAWSON & McKENZIE.

NOTICE.—There will be sold by Public Auction at the Commercial Godowns, at Allepey, on SATURDAY, noon, the 23rd instant (11th Vyasy 1038)—50 Candies more or less of Cardamoms in husk, and 3 Candies more or less of Cardamom Seeds.

2. The Cardamoms will be put up in three lots at the upset price of one thousand one hundred Rupees per Candy of 600 lbs. avoirdupois, two lots of 17 Candies each, and one lot the remainder 16 Candies more or less, the same being the crop of the present season.

3. Purchasers will be required to pay on the day of sale a deposit of 100 Rs. per Candy, and the amount of their purchase, deducting the deposit on removal of the Cardamoms.

4. Payments to be made in Government Rupees or in Chuckrums at the rate of 284 to the rupee.

5. Parties not finding it convenient either to attend the sale at Allepey or to appoint Agents to represent them on the occasion, are at liberty to forward written Tenders, offering in specific terms, the maximum prices they may be willing to pay, and such parties shall in the same Tender authorize the Commercial Agent at Allepey to draw upon them for the amount of deposit in the event of their offers as bid being accepted.

6. The Tender should be addressed to the Commercial Agent at Allepey, and be superscribed Auction Tender for Cardamoms.

7. The whole to be cleared away in thirty days after date of sale, in default of which the purchasers will forfeit the amount of their deposit, and be responsible for such loss as may be incurred on resale of the Cardamoms, and further shall not be entitled to any advantages that may arise therefrom.

8. The Cardamoms will be taken alongside of the ship or vessel free of all expense to the purchasers, but will be at their risk after it is weighed over to them at the Sircar Godowns.

9. The Sircar reserves to itself the right of rejecting any bid should it be deemed disadvantageous.

HUGH CRAWFORD,
Commercial Agent to the Travancore Govt.
Commercial Office, Allepey, 5th May 1863.

NOTICE.

IS HEREBY GIVEN, that Sealed Tenders will be received at the Indian Naval Storekeeper's Office, until the 20th day of July next, for the purchase of the following Vessels of Her Majesty's Indian Navy, viz :—

Receiving Ship *Ajdaha*,
Steamer *Semiramis*,
Steamer *Berenice*,
Schooner *Constance*.
Schooner *Mahi*.

with Masts, Yards, Standing and Running, Rigging, Anchors, Chains Cables, &c.

ALSO,

4 Pairs of Engines for Gun Boats 80 Horse power, each pair fitted with 3 Tubular Boilers, propeller shafts and other appurtenances. These Engines are by Robert Napier, of Glasgow, and are of excellent finish.

The Receiving Ship *Ajdaha* is of 1,440 tons burthen, built in England in 1846, Copper and Iron fastened and Coppered. She has been decked with Teak.

The Paddle Steamer *Berenice*, is of Teak, having been rebuilt in Bombay in 1849; burthen 664 tons, Coppered and Copper fastened. The Engines are by ROBERT NAPIER, of Glasgow, of 230 nominal Horse Power, Side Lever Principle, fitted with Tubular Boilers. This Vessel has stowage for 16 days coal, and a complete condensing apparatus for making fresh water.

The Paddle Steamer *Semiramis*, is of Teak, she was built in Bombay in 1842, and she was thoroughly repaired in 1861. burthen 960 tons, with Engines, Boilers, &c. complete; Coppered and Copper fastened. The Engines are by GEORGE FORRESTER of Liverpool, of 300 nominal Horse Power, Side Lever Principle, fitted with Copper Boilers (weighing about 75 Tons more or less) she is fitted with a fresh water condensing apparatus, and has stowage for 20 days coal. The whole Machinery in good working order.

The Schooner *Constance* is 186 Tons burthen, Schooner *Mahi* of 164 Tons burthen. These Vessels were built in the Bombay Dock and Coppered in 1838, of the best Malabar Teak, Coppered and Copper-fastened, and their Hulls are in good repair and sound, condition.

A Deposit of 10 per cent. of the amount tendered is to be sent with the Tender, and good security given by the Tenderer for the payment of the remaining amount, which must be paid within 20 days from the day the offer is accepted by Government, or the Deposit will be forfeited, and the Vessels and Engines resold at the risk and loss of the Tenderer.

A list of the Duplicate Machinery belonging to the above Vessels, can be seen on application at the Indian Naval Storekeeper's Office, between the hours of 10 A.M. and 4 P.M. daily, Sundays excepted, and where any further particulars will be furnished.

The Vessels are now lying in the Harbour, where they can be inspected at any time on application, between the hours of 10 A.M. and 4 P.M. daily, Sundays excepted.

No reason will be assigned for the rejection of any Tender.

The Tenderer will be liable to pay such amount of Town duties as may be demanded by the Commissioner of Customs.

J. MULLALY,
Officiating Indian Naval Storekeeper.
Bombay, I. N. Storekeeper's Office, 23rd April 1863.

ALBERT, MEDICAL, and FAMILY ENDOWMENT LIFE ASSURANCE COMPANY.—EXTENSION OF DAYS OF GRACE.—From henceforth *thirty days of Grace* will be allowed for payment of Yearly and Half-yearly Premiums, and fifteen days for Quarterly and Monthly payments.

Should death occur during the currency of these days and before payment of the Premium due, the Policy will be held valid and effectual, and the Premium be deducted from the sum assured.

EWART, LATHAM & Co., Agents.
C. H. OGBOURNE, Secretary.
Bombay, 1st January 1863.

BASSETT & Co. (late WALKER & Co.)—All kinds of CARPENTERS' and ENGINEERS' TOOLS, HOUSE FITTINGS of all descriptions, including WATER CLOSETS, WASH-HAND BASINS, &c. &c.

PORTLAND CEMENT (*only a few casks left*). PAINT BRUSHES, GARDEN TOOLS, SHOT and POWDER FLASKS, RIFE FITTINGS.

NOTICE.—All persons indebted to the late Firm of W. H. WALKER & Co. are requested to settle their accounts as soon as possible, or they will necessarily be handed over to our solicitors for recovery

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Major J. T. ANNESLEY, Treasurer.
Captain—TURNER, Secretary.

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THE SCIENCE of LIFE; or, How to Live, and What to Live For; Explanatory of the Mysteries of Man's Existence, and the various Phenomena of life. With Instructions for securing Health and Strength, and Remarks on the Treatment of Disorders incidental to Sedentary Life. By a PHYSICIAN of TWENTY YEAR'S PRACTICE. Just published, price one Rupee, New Edition, by post.

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OPIUM MEMORANDUM FOR THE WEEK ENDING TUESDAY, 19TH MAY, 1863.

PASSES GRANTED.

Years.	Up to 2nd May 1863.	From 3rd to 9th May 1863.	Total.
AT INDORE.	Chests.	Chests.	Chests.
For 1861-62	...	...	*26,150
,, 1862-63	35,607	779	36,386
AT AHMEDABAD.			
For 1861-62	...	...	*42
,, 1862-63	4,325	...	4,325

IMPORTED INTO BOMBAY.

Years.	Up to 12th May 1863.	From 13th to 19th May 1863.	Lost on the Road.	Total Imported.
AT INDORE.	Chests.	Chests.	Chests.	Chests.
For 1861-62	...	74	...	*26,142½
,, 1862-63	34,568	511½	11½	35,079½
AT AHMEDABAD.				
For 1861-62	...	...	...	*42
,, 1862-63	4,314½	10	½	4,324½

EXPORTED BY SEA.

Years.	Up to 12th May 1863.	From 13th to 19th May 1863.	Total.
AT INDORE.	Chests.	Chests.	Chests.
For 1861-62	25,997	...	25,997
,, 1862-63	28,849	...	28,849
AT AHMEDABAD.			
For 1861-62	39	...	39
,, 1862-63	3,723½	...	3,723½
Balance at Indore.—For 1861-62 Chests			145½
Do. 1862-63			6,239½
Balance at Ahmedabad.—For 1861-62 Chests.			3
Do. 1862-63			601

DETAIL OF EXPORTS FROM 13TH TO 19TH MAY 1863.
Of the Season 1861-62.
None.
Of the Season 1862-63.
None.

N.B.—The Opium Season year commences from 1st October and ends with 30th September.

* During the whole Season.
(Errors excepted)
E. L. JENKINS,
Dy. Commissioner of Customs, Salt, and Opium, P.D.
Bombay, Custom House, 20th May 1863.

Banks.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

EXCHANGE.

THE CORPORATION grant Drafts on London on demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are:—

On London at 6 months' sight	2s.	0¾d. per Rupee.
,, 4 do.	2s.	0¾d. do.
,, 3 do.	2s.	0¾d. do.
,, 2 do.	2s.	0¾d. do.
,, 1 do.	2s.	0d. do.
,, on demand	1s. 11½d.	do.
On Scotland do.		
On Ireland do.		
On Paris, at 3 days' sight	1s. 11¼d.	do.
Circular Notes payable throughout Europe	1s. 11¼d.	do.

No Drafts at six months' sight are granted for sums under £50. Same under £20 are only drawn for on demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms:—
payable on demand, in sums of Rs. 100 and upwards ..... 2 per ct. per annum.
Do. in one sum, at 3 months' notice ..... 3 ,,
Do. do. 6 do. ..... 4 ,,
Do. do. 12 do. ..... 5 ,,

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order,*" and to state distinctly the name and address of the person to whom the Remittance is to be made. (*If to a Lady, her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms:—
If to be remitted through the Corporation ..... Without charge.
If to be paid in India, a Commission will be charged of ..... ¼ per cent.
On returning Government Paper out of safe custody ..... ¼ per cent.
Hours of business ..... 10 to 4 o'clock.
Saturday ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay 7th May 1863.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN, (LIMITED.)

CAPITAL ONE MILLION STERLING, IN 10,000 SHARES OF £100 EACH.

Head Office—16, *Cornhill, London.*

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Bankers.

LONDON.....The Bank of England.
Do. .....The Alliance Bank of London & Liverpool, (Limited,) 5, Lothbury.
LIVERPOOL .....The Alliance Bank of London & Liverpool, (Limited.) "The Albany."
SCOTLAND.....The National Bank of Scotland.
IRELAND .....The National Bank.

The Bombay Branch has been opened for business in the premises lately occupied by the Bank of Bombay.

The Manager grants drafts at the following rates of Exchange:—

On London or Liverpool at 6 months' sight	2s. 0¼d.	per Rup.
,, ,, ,, ,, 4 do.	2s. 0¾d.	do.
,, ,, ,, ,, 3 do.	2s. 0¾d.	do.
,, ,, ,, ,, 2 do.	2s. 0¾d.	do.
,, ,, ,, ,, 1 do.	2s. 0d.	do.
On Scotland ..... } On demand	1s. 11¾d.	do.
On Ireland ..... }		

Drafts on *the Bank of England*, on *Scotland* or *Ireland* are issued payable *on demand* only.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a Bill is required in favor of a lady, her Christian name must be given in full.*

The Bank is prepared to negociate drafts payable in London or Liverpool, and will also purchase or grant Bills payable in Calcutta.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balance exceeding Rs. 500 and not more than 50,000, and 1 per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

FIXED DEPOSITS.

Subject to 12 months' notice of withdrawal 6 per cent per annum.
do. 9 do. do. 5½ do. do.
do. 6 do. do. 5 do. do.
do. 4 do. do. 4½ do. do.
do. 3 do. do. 4 do. do.

Notice of withdrawal may be given either when the money is deposited or at any future time, if the deposit be taken in the Bank's draft thereupon, the notice of withdrawal will *generally* be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Deposits of Rs. 100 and not exceeding Rs. 50,000 are received by the Bank subject to 15 days' notice of withdrawal on either side, and interest allowed thereon at 2 per cent below the Bank of Bombay minimum rate of discount, rising or falling therewith, but in no case will a higher rate than 5 per cent. be allowed on Deposits of this class.

Unless money shall have been lodged 15 days prior to the Notice of Withdrawal no interest will be allowed.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft free of charge.

The Bank will procure enfacement of Government Paper on account of Constituents, and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed
"*The Manager, Bank of Hindustan, (Limited,) Bombay.*"

R. E. W. BAKER, Manager.

Rampart Row, 7th April 1863.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 months' sight	2s. 0¼d.	per Rupee.
,, 4 do.	2s. 0¾d.	,,
,, 3 do.	2s. 0¾d.	,,
,, 2 do.	2s. 0¾d.	,,
,, 1 do.	2s.	,,
On Scotland ..... } On demand	1s. 11¾d.	,,
On Ireland ..... }		
Circular Notes for the use of Travellers on the Continent and to Europe, Overland at 1 day's sight ... }	1s. 11¼d.	,,

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected any of the above places at an uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts ..... 2 per cent.
Deposits for 3 months ..... 3 ,,
Do. do. 6 do. ..... 4 ,,
Do. do. 12 do. ..... 6 ,,

No interest allowed on Current Account Balances under Rs. 1,000 or on over Rs. 50,000 unless by special agreement No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms:—

If to be remitted in the Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission, will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ¼ per cent.

R. D. PEEBLES,
Bombay, 8th May 1863. Acting Agent.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th March 1848, and by Imperial Decree of 20th July 1854.

PAID-UP-CAPITAL.—Francs 40,000,000 (£1,600,000.)
RESERVE FUND.—Francs 8,350,000 (£334,000.)

Head Office—14 *Rue Bergère, Paris.*
Agencies at Bombay, Calcutta, Shanghai, and Bourbon (Reunion).

London Bankers.
UNION BANK OF LONDON; MESSRS. C. J. HAMBRO AND SON.

BOMBAY AGENCY.

Offices—23, *Rampart Row.*

THIS Agency grants Drafts and Letters of Credit, and purchases or collects Bills on the abovementioned places; as also on the principal Towns of Continental Europe, on Madras, Pondicherry, Karrachee, Ceylon, Mauritius, Singapore, Hongkong, Sydney and Melbourne.

EXCHANGE.

Drafts granted as follows:—
On London 6 months' sight ..... 2s. 0¼d. per Rp.
,, 3 Do. Do. ..... 2s. 0d. ,,
,, On Demand ..... 1s. 11¾d. ,,
On France 6 months' sight ..... frs. 2-56 cts. ,,
,, Do. Do. ..... ,, 2-53 ,,
,, On Demand ..... ,, 2-50 ,,

DEPOSITS.

Interest at 2 per cent. per annum allowed on Current Deposits when not less than Rs. 1000, nor exceeding Rs. 50,000, for fixed periods as may be specially arranged.

DISCOUNTS, LOANS, &c.

The Agency discounts approved Local Bills, grants Loans on Government Paper, Bullion, Bank Stock, and approved Shares and other Securities.

Any further information as to rates of business, &c. may be had at the Office, or on application by letter to the undersigned, to whom all remittances should be made payable.

Bombay, 25th March 1863. R. E. W. DAVISON, Acting Manager.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000 and, not exceeding Rs. 50,000, repayable on demand, at 2 per cent per annum.
On Deposits for 3 months certain 3 per cent per annum.
Do. ,, 6 ,, ,, 5 ,,
Do. ,, 12 ,, ,, 6 ,,

EXCHANGE.

Bills on London, at 6 months sight	2s.	0¾d.	per Rupee.
Ditto at 4	ditto	2s.	0¾d. do.
Ditto at 3	ditto	2s.	0¾d. do.
Ditto at 2	ditto	2s.	0¾d. do.
Ditto at 1	ditto	2s.	0d. do.
Ditto on demand	ditto	1s.	11¾d. do.

Drafts at 6 months' sight are not granted for less than £5. and amounts under £20 are only drawn for payable on demand

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest or Dividends, or on proceeds of Securities by Sale, ¼ per cent. commission charged, if the amounts be paid in India, if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission

Hours of business ..... 10 A.M. to 4 P.M.
Saturdays ..... 10 A.M. to 1 P.M.

EDWIN HEYCOCK,
Bombay, 15th May 1863. Manager.

THE AGRA AND UNITED SERVICE BANK, (LIMITED.)

ESTABLISHED IN INDIA, 1833.

Incorporated by Royal Charter.

HEAD OFFICE.....LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMRITSUR, SHANGHAI, HONG-KONG, EDINBURGH, AND SYDNEY.
SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £192,658 17s. 8d. Rs. 19,26,588 13as. 4p.

The Bombay Manager grants drafts on London on demand and at from one to six month's sight; also Circular Notes negotiable in Egypt and the Continent of Europe.

The following are the current rates of Exchange:—

On London at 6 months' sight	2s.	0¼d.
,, 4 months' sight	2s.	0¾d.
,, 3 months' sight	2s.	0¾d.
,, 2 months' sight	2s.	0¾d.
,, 1 month's sight	2s.	0d.
,, On demand	1s.	11¾d.
Circular Notes	1s.	11¼d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsar, Hong-Kong, Shanghai, and Sydney.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000, 2 per cent. per annum.
2. On fixed Deposits at 3 months' notice, 3 per cent. per annum.
3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.
4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Bank should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, (Limited), or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made (*if to a Lady her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registry of Promissory Notes of the several Loans of the Indian Government, and Enfacement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, on the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, (Limited), Bombay*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Sydney, New South Wales, (Mr. Alexander Campbell, Manager) for the transaction of business in all its Branches.

H. B. MACCULLOCH, Manager.
Bombay, 8th May 1863.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.

Office—No. 29, Threadneedle St., London.
Paid-up Capital—£644,000.

London Bankers, { The Bank of England. / The City Bank.

Branches and Agencies

Bombay, Calcutta, Singapore, Hongkong, Shanghai, and Rangoon.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates viz.:—
1 month's sight (not under £50) at 2s. 0¼d. per Rupee.
4 Do. ..... at 2s. 0¾d. ,,
3 Do. ..... at 2s. 0¾d. ,,
2 Do. ..... at 2s. 0¾d. ,,
1 Do. ..... at 2s. 0d. ,,
On demand ..... at 2s.

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and, and on FIXED Deposits, as follows:—
Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 5 ,,
Do. 12 do. 6 ,,

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China, or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale ¼ per cent if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

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Accuracy in this respect is particularly desirable

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On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, (Limited), or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made (*if to a Lady her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

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Repayable in one sum, at 3 months' notice, 3 per cent.
Do. 6 do. 5 ,,
Do. 12 do. 6 ,,

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

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On Interest or Dividends, or proceeds of Securities by sale ¼ per cent if the amounts be paid in India, if remitted home by the Bank, no commission charged.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

The Chartered Bank of India, Australia, and China, or order.

Dalkeith.—173 bags Linseed, 259½ cwt. M. Rogers and Co.

For Havre.

Pudsey Dawson.—10 bales Cotton, 35 cwt., Jaychund Sobhagchund.

Nigtaal Bride.—75 bales Cotton, 272 cwt., J. Siegfried and Co.; 1 bale Cotton, 3½ cwt., Rustomjee Eduljee and Co.

LIST OF VESSELS OF THE BOMBAY MARINE.

	Vessels.	Stations.
1.	Ajdaha	Bombay Harbour.
2.	Coromandel	Kurrachee.
3.	Dalhousie (in dock)	Bombay Harbour.
4.	Goolanar	
5.	Hugh Rose	
6.	Snake	
7.	Zenobia	

P. & O. Co.'s STEAMERS.

476 Azof, Brasley.
1609 Pottinger, H. K. Toll. (Laid up)

VESSELS EXPECTED AT BOMBAY.

FROM LONDON.

492 Adelaide, Jardine.
749 Art Union, Morrison. April 10
700 Birkby, Purdy.
750 Chapman, Harland.
567 City of Glasgow, Carnaghard—W. Nicol & Co. March 8
882 Cyclops, Cordiner.
1954 Defiance, Galloway—Ritchie Steuart & Co. March 3
531 Dovercourt, Heigho.
890 Edendale, McGregor.
1168 Glasgow Taylor.
831 Janet Cowan, McKirdy. April 9
1967 Louisa, Sowerby—W. Nicol & Co. March 1
774 Mahratta, Hickman.
1187 Maldon, Scals.—Ritchie Steuart & Co. Feb. 4
1036 Marion Moon, Monce.
844 Minnehaha, Morgan.
950 Octavia, Bristow. Feb. 14
818 Sarah Sands, Gillies.
744 Shes Park, Stewart—Grey & Co. April 18
799 Sir Ralph Abercrombie, Macdonald.
492 Sirocco.—Burjorjee & Co. Feb. 24
744 Thomas Hamlin, Meuzies. Feb. 25
1104 Veterans, Duncan—Robert Frith & Co. March 21
940 Wings of the Wind, Wyllie.

FROM LONDON VIA ADEN.

905 Southern Light. Jan. 24

FROM LONDON VIA NEW ZEALAND.

1854 Gertrude, Congdon—Coupland & Co. Nov. 6

FROM LIVERPOOL.

1033 Aaron Brown, Rogers.
904 Baron Renfrew, Thomas.
639 Barbara. March 24
589 Bon Accord, Campbell. Feb. 14
814 Bloomer, Goodwin. Feb. 14
668 Celuta, Hayes—Coupland & Co. March 14
1119 Contest, Jennings—Coupland & Co. Feb. 6
Eliza Bencke, Jackson.—Souza Pinto & Co. March 9
1000 Eliza, Inckerson. Dec. 7
1091 Elphabet Greley, Cutter.
220 Fidelitor, (s), Jones—E. Bates & Co.
1165 Gatneau, Cumming. Feb. 8
647 Grefve Berg, Smellman. Feb. 18
819 Harry Paddensey, Richardson—E. Bates & Co. Feb. 13
855 Lady Havelock, O'Neill—Steven Brothers & Co.
1286 Lancastrian, Pearson.
965 Margaret, Faulkner.
1129 Marseilles, Clements—Coupland & Co. Feb. 9
1243 Mary Stenhouse, Finlay—E. Bates & Co. Feb. 22
1745 Merchant Prince, McLay.
1017 Negotiator, Hawkins—Coupland & Co. Feb. 13
1157 Neptune's Car, Kirby. March 27
1034 Old England, Bulman. Feb. 23
982 Princess Somawutty, Roy—H. Forman. April 3
1357 Salsette, Dawson—Steele Prieger & Co.
900 Sir John Lawrence, Sinclair.
370 Sydney Eggers, Campbell—E. Bates & Co.
965 Tangier.
1178 Thomas Seddon—Finlay, Clark & Co.

FROM LIVERPOOL VIA ADEN.

833 Araminta, Bisy. Dec. 21
1023 Agenoria, Johnson—Peel, Cassels & Co. Nov. 21
1065 Beeston Castle, Carney—Rennie, Scovell & Co. April 1
903 Blencathra, Stewart. Jan 18
885 Chevalier, Perkins. Dec. 26
1946 Coldwellbury, Faithfull—W. Nicol & Co. Feb. 21
936 Elizabeth, Stewart. Jan. 21
1325 Eurocydon, Wright. April 9
1343 Levant, Ferran—Ewart Latham & Co. Jan. 21
1957 Lord Palmerston, Halcrow. April 9
811 Missouri, Calhoun.
1669 Oriental, Ballard.
1459 Research, Kirk. Feb. 18
791 Robina. March 14
1115 Tivoli, McPherson—W. Nicol & Co. Dec. 2

FROM NEWPORT VIA ADEN.

1100 Eldorado, Hayes.

FROM CARDIFF.

427 Enterprise, Haynes.
1187 Lady Franklin, Rawle.

FROM CARDIFF VIA ADEN.

798 Amity, Stenson. Jan. 23
890 Congress, Drinkwater. Feb. 7
960 Falkland, Pender.
1142 Schoonenberg, Stilphan. March 12
533 Neptune, Veary.
Shannon, Hemsworth. Nov. 25
1155 Sabino. March 8
1246 Sirocco. April 14
705 Southern Rights. March 9
654 Sparkling Wave, Emery. Dec. 10
1089 T. E. Lemon, Rainey.
1023 Wandering Jew, Stuart. Feb. 7

FROM KING GEORGE'S SOUND.

1150 Lincluden Castle, Smith. Sept. 9

FROM SWANSEA VIA ADEN.

950 Highland Light, Crowell. Feb. 16
1800 Thomas Harward, Robinson. Feb. 16

FROM GALLE.

La Japan (s).
858 Reigate, Ewart Latham & Co.
140 Sonderborg.
Tobia (s).

FROM SUNDERLAND.

1381 Dragoon.—Ritchie Steuart & Co.
853 England.—Ritchie Steuart & Co. Feb. 7

FROM SUNDERLAND VIA ADEN.

334 Crusader.

FROM NEWCASTLE VIA ADEN.

1199 Baden. (put back.)
500 Elizabeth Douthwaite.
780 Maolius.

FROM THE CLYDE.

549 City of Edinburg, Soden—Finlay Clark & Co.
525 City of London, Heudry—Finlay Clark & Co. Feb. 7
Chedwin (s) B. I. S. N. Co.
934 Jane Jack Mitchell, Mitchell.

FROM STOCKHOLM.

430 Elizabeth, Caisson.

FROM ADEN.

1023 Agenoria, Johnson—Peel, Cassels & Co.

FROM AUSTRALIA.

712 Daphne Farman.
1001 Maxwell. Jones.
1300 Rangoon. Jan. 8
1304 Royal Visitor.
1250 Sarah M.

FROM CALCUTTA.

Eliza—Stearns, Hobart & Co.
410 Ophir
846 Sheen Shah.
620 Hyderee.
804 Joshua.
655 Ally. April 6
979 Alice Maud—S. Tyebjee & Co. March 7
1361 Castlemaine—Lawrence & Co. April 17
Clymene.
Day Dream.
769 India, (s), Grey—B. I. S. N. Co.
664 Mary Ann.
942 Miriam—Law

There are two papers on Japan by Captain G. T. Robinson, one of the ablest officers of the late Indian Navy, and at present Superintendent of the Floating Batteries of Bombay, which supply valuable information relating to the hydrography and geography of the country, its people, industry and products.

Captain Pengelly, of the late Indian Navy, while British Agent at Muscat, supplied Government with some valuable "Remarks on a portion of the Eastern Coast of Arabia between Muscat and Sohar," which are communicated to the public through the present volume.

The "Memoir on Bahreyn," by Captain Whish, late Indian Navy, adds something more to our knowledge of Arabia.

Colonel Lewis Pelly's "Miscellaneous Observations upon the Comoro Islands," contains interesting matter on the trade of the Islands.

Mr. Heycock has a paper on "the Mosaic account of the Passage of the Israelites out of Egypt, supported by the geographical configuration of the country surrounding the Gulf of Suez," which we may take a future opportunity of referring to in connexion with its subject.

There are other valuable articles in the volume, which the limited space at our command prevents our noticing.

MR. A. B. WARDEN, Judge and Session Judge of Surat, is appointed a Judge of the High Court of Judicature, in room of the Hon'ble Mr. Hebbert proceeded to Europe.

MR. R. H. PINHEY, Registrar of the High Court, Appellate Side, is appointed Judge and Session Judge of Surat and the Governor's Agent at that place in room of Mr. Warden.

CAPTAIN BAKER'S REPORT TO BOMBAY GOVERNMENT ON THE WORKS AT SEDASHEGAR.

PUBLIC WORKS DEPARTMENT.

Sedashegar, 1st January 1863.

SIR,—I have the honour to acknowledge receipt of your endorsement, No. 6437, of the 19th ultimo, forwarding for immediate report Despatch, No. 19, of the 13th November, from the Right Hon'ble the Secretary of State for India to His Excellency the Honourable the Governor in Council, Bombay.

2. The landing-place on which the Manchester Cotton Company have stored their machinery is at the north-west corner of the cove, at the point marked A on the plan.

3. The landing-place has been formed by excavating from the hill side, and filling in towards the cove, the outer face being merely loose stones of any size thrown down and retained in their places by cocoa-nut trees laid horizontally along the front, then again being retained in their places by posts driven at intervals along their front into the ground.

4. It has a frontage of 75 feet, and a depth of 100 feet.

5. When I took charge of these works, Mr. Subengineer Boesinger, the officer in charge at Beitkul, was at work at this point, and I believe it was chosen by Dr. Forbes as the landing-place partly because something had been done; it was, in fact, fully half ready for him; and partly because it would be well sheltered during the monsoon when else at hand. Under instructions from superior authority the work was stopped, every available man being required to enable me to open out a line from Yellapoor, *viâ* the Arbyle Ghaut, Ankola, and the Hyderghur Ghaut to Konay before the 15th April last.

6. On the completion of this line I came to Konay with my carts, &c., as then reported, I met here Mr. Haywood and Dr. Forbes. The latter expressed himself pleased that I had come, as he wished me to assist him with coolies, he being unable to procure a single one.

7. I took about 100 men off the Government works on the Beitkul and Ankola line, and placed them at Dr. Forbes' disposal. They ran away, and a second 100 men were taken from the same work and given to Dr. Forbes, who set them to work at the landing-place, completing it to its present state, and protecting the front with trees, as above described.

8. In completing this work, and to save expense and trouble, the level was reduced from 4½ feet to 1 foot above high water mark. Government will therefore at some future time be put to the expense of raising this landing-place again to its proper level.

9. Under demi-official instructions from the Secretary to Government in the Public Works Department, Colonel Turner, the services of Corporal Banks, a very clever mechanic, sent (by the Government of Madras) to Beitkul with one of Nasmyth's steam pile-driving machines were placed entirely at Dr. Forbes' disposal during the latter part of March 1862 and the whole of April. Mr. Boesinger was also directed to give every assistance from the Government stores.

10. As soon as the ground was levelled, we handed over to the company 248 feet of rails for a tramway, with a waggon complete; Mr. Banks also fixed on the landing-place a three-ton crane. The company were also provided with chains, blocks, ropes, in fact everything they chose to ask for; we only required a receipt for each article as it was issued.

11. I forward herewith lists of articles, the property of Government, which have been supplied to the company on their requisition. The first is a list of articles still in their possession; some of which (viz., rails and waggon) I should be glad to have returned; but I refrain from asking for them, being anxious to give the Company all the assistance in my power. For another item, viz., the anvil, I applied to the company some time back, when I was much inconvenienced for want of anvils; they, however, were unable to find it anywhere. The second list shows what articles have been issued to and expended by them. The third list shows what articles have been issued and returned. The total of the three lists represents the total issues.

12. On the arrival of the "Seringapatam" the company proceeded to land everything and as long as no piece exceeded three tons in weight there was no difficulty. When, however, they began to lift the heavy pieces of machinery, weighing from five to eight tons each, a new 4½ inch Manilla rope, brought out from England in the ship for this express purpose, broke at once with a weight of 4½ tons. A committee condemned the rope, and then condemned all the ropes in the Government Stores. When I arrived I was consulted upon taking all their heavy machinery to Bombay, to be landed there, and sent down to Beitkul after the monsoon.

13. This would have put the company to great expense. Mr. Boesinger, therefore, went to Mr. Haywood, and offered to land the whole of the cargo if he was not interfered with by myself. This was readily accepted by him, and Mr. Haywood engaged another Government officer, Mr. Lowe, inspector of police, to assist. Platforms were fixed to the company's boats, the timber and planks being obtained from the Government stores, and in 12 days (four of which were monsoon days) the whole of the cargo was safely landed, the tackle used being the very same Government tackle condemned by the Cotton Company's committee. Mr. Boesinger's whole time for these 12 days was devoted to the company.

14. No accidents occurred to coolies, boats, or cargo, only an old yard of the ship was broken, and the shears erected by Dr. Forbes had to be re-erected in a stronger and better manner.

15. Such is the history of the landing of the cargo of the "Seringapatam," given to me by Mr. Boesinger. I was not present at Beitkul at the time. I do not see what more assistance we could have given, nor do I understand how the company can complain that they were unable to convey their machinery to their establishment, and that there is no early prospect of their removal.

16. It appears to me that if the company had made better arrangements, if they had despatched their ship earlier from England, they might have avoided the difficulty of landing heavy weights, such as pieces of eight tons each in the month of June. Had the ship arrived in the fair season, the whole of the cargo might have been landed close to Allyguddy. Again, no preparations were made for ballasting the ship, as the heavy pieces were taken out; for this reason it took 12 days to disembark all the cargo. Fortunately for the company, the monsoon was a very late one.

17. As to the removal of the cargo to Allyguddy, I presume the company are pleasing themselves in keeping it still at Carwar Head. I see no reason why they should not remove it now if they wish to do so.

18. With regard to the present state of the works, and the probable time of completion, I have the honour to report as follows:—

19. *Pier.*—The site of the pier has, to suit the company and Messrs. Nicol & Co., been fixed at the point C on the plan above referred to; plans and estimates for an iron screw pile pier and a wooden jetty were submitted to Government during the monsoon. Government have decided upon the former; but as the estimate framed by Messrs. Knight & Co. of the Seedpoor iron foundry works, Howrah, Calcutta, was high, viz., 1,40,000 rupees, I have been directed to communicate with Frederick Johnson, Esq., in England, the contractor of the Madras pier, the contractor for the screw pile bridges on the Baroda Railway, as well as Messrs. Knight & Co., and also to advertise in the public papers. The pier cannot now be commenced till after the next monsoon; it will, however, I hope, be completed next season.

20. *Wharf.*—During the past monsoon a large quantity of stone was collected for the wharf wall, which was commenced as soon as the season permitted; only a commencement, however, has been made, and the work must progress slowly, as labour is very scarce and work can only be carried on at low tide. The wall is also some distance out in the cove, and roads have to be made out to the site before the work can be commenced. It is impossible to say when the whole of the wharfage from Carwar Head to Allyguddy will be ready: if so many works are ordered at once, progress on each must be slow. *In any case it is a matter of years not days or months!*

sufficient, however, will be completed this season south of the point C to accommodate all the shipping or cargo likely to come to Beitkul this year.

21. *Road from Konay to Beitkul.*—I do not think any complaints can be made regarding this work. Last May, and up to July even, it was almost, if not quite, impassable for foot passengers. A road of 10 feet minimum width has been cleared through the rocks (granite) during the monsoon. This road is now being widened, and the sandy portion in front of Allyguddy is being covered with hard soil. A very fair road, 30 feet wide, may be looked for in March; when completed the road is to be 60 feet in width, a very considerable work in easy soil, a still more difficult one when carried through spurs of hard granite.

22. The following table shows the present state of the road as regards width; but it cannot be considered passable for carts, as every day's work blocks it up temporarily. It can, however, be quickly prepared for traffic, when that traffic is expected.

		Length.	Width.	Remarks.
		Feet.	*Feet.*	
From Konay to Beitkul	From Konay for	600	20	Good.
	Ditto	300	18	A great deal of rock to remove.
	Ditto	300	10	150 feet of rock now being removed.
	Ditto	1,063	20	Sandy, now being mourumed.
	Ditto	382	...	Curve to Allyguddy only lined out.
	Ditto	420	29	
	Ditto	900	15	Rocky and irregular.
	Ditto	200	18	Beitkul.
	Ditto	825	...	Not yet touched, as it passes through the stonyard.
From Beitkul to Saddle H		2,000	28	Good road to Saddle H.
Total Length		6,990	or 13 miles	

23. Connecting this road with the future town of Sedashegar and the Kyga road is the Konay bridge. Piles for foundations are now being prepared: a pile-driving machine is now on its way from Dharwar, and arrangements have been made with Messrs. Knight and Co., of Calcutta, for the erection, by July next, of an iron lattice girder bridge, of eighty feet waterway. For present traffic, a wooden trestle bridge is in course of construction.

24. *Lighthouse.*—A party is stationed on the Oyster Rock, preparing the site and making a road and landing place. This is a very heavy work, owing to its distance, 3½ miles out at sea. It is sometimes very difficult to get out to it or to get back again in native boats, and no steamer is available. The late monsoon has also delayed the commencement of work for two months, and owing to such a large lantern being sent out from England it has become necessary to alter the plan originally sanctioned. Every endeavour is being made to complete this work this season.

25. *River Groin.*—This is an important work, but with my limited supply of labour something must give way. I have made an attempt to commence it, but jungle wood piles are not procurable. There is so much sickness in the district that even the contractors in the forest department are, I understand, quite unable to bring down the jungle timber they engage themselves or contracted to bring down. The groin must stand over till other more important works are completed.

26. *Kyga Ghaut Road.*—This line was opened out to a minimum width of 12 feet, last season, as far as Mullapoor. The ghaut, in length itself, is generally much wider; the greater portion varying from 16 to 20 feet in width. It is not, however, either formed, drained, or bridged. The superintending engineer travelled over it with carts, and I believe without difficulty, in the middle of November. I also, and the prisoners also, have taken carts up and down the line with ease.

27. In the beginning of December there were 1,850 men at work on the ghaut, under a contractor who brought 1,000 of these from Goa, Ruttnagherry collectorate, and the Sawunt Waree State. He promised me a great many more by the end of December, when all the crops would be gathered. Out of these men 120 were reported sick. But towards the end of November we had a very severe storm, followed by bitterly cold land winds. There was at once a very marked increase of sickness all over the country, on and above, and just below the ghauts. I learn from Major Anderson that at Moondgode the crops even were left standing, owing to the inhabitants being too sick to reap them.

28. The effect on the ghaut was electrical, in 48 hours the whole of the 1,600 men from other districts had vanished, and only a couple of hundred sickly Canara coolies, residents of the neighbouring villages, remained.

29. This is a great misfortune, but it cannot be wondered at, or striven against. In one day the percentage of sick rose from 7 to 50 per cent.; the subordinates of this department, the contractor's principal agent, all his establishment, and 50 per cent. of his coolies, were down with fever. Laden carts were left standing on the road, as the cartmen were unable to move; two or three men quickly died. Can we be surprised at our coolies deserting? At their preferring work on the Parpoolie Ghaut, in a healthy climate, and near their own homes, on 2½ annas a day, to work in such a deadly jungle on 3¾ annas a day?

30. All the workmen employed on the cotton plantation at Kadara fell sick at the same time; most of them, including some of those brought from Salem at great expense and trouble, disappeared. Much money has been thrown away in medicine, and in short work. There are not coolies even to keep the plantation free of grass and weeds, and yet these men were well paid, well housed, and their wants carefully attended to.

31. The small villages all along the Kyga line are almost deserted: the large ones as Yellapoor and Mullapoor, have become small ones. Even at Yellapoor the contractor is unable to procure people to grind grain purchased for the prisoners.

32. My endeavours to introduce foreign labour into Canara have failed; my hopes of carrying out the wishes of Government and of earning some little credit for myself have failed; I have done my best. At one time I was full of hope and sanguine of complete success; by the next post, I learnt the utter failure of the gigantic scheme. I had then full 3,000 men at work, exclusive of convicts and sappers; now I have only 2,500 coolies, 500 convicts, and two companies of sappers.

33. The contractor is still on the ghaut with his 200 men; they are widening out the lower portion of the ghaut, but they cannot be induced to move higher up further away from their villages, and into a colder climate. He is also endeavouring to get one or two of the most important bridges built, the stone having been already prepared. I have resolved on keeping the contractor on the ghaut as long as a single cooly remains there. Though they cannot do anything to the upper portion, they will improve the lower portion, and the road from the foot to Mullapoor; however little they do, it will be so much done towards next year's work.

34. The Dharwar gang of convicts, 348 strong, reached the ghaut just after the coolies deserted; they were employed for a few days widening out the reverse slope towards Iddagoonjee, and have done excellent work. But on the failure of the contract work it was considered advisable, and indeed necessary, to make sure of the Arbyle line. Under instructions from the superintending engineer the gang was moved from the ghaut to the Ankola and Beitkul road; they are now on their way repairing the Arbyle Ghaut and road as they come.

35. *Arbyle Ghaut and Road.*—The same fever which has driven the workmen from the Kyga has prevented them from going to the Arbyle. It is especially difficult to obtain any labour for the repairs of the portion between Sungutikope and Yellapoor. The Arbyle is a cleared road only for a great portion of its length; it is moorumed in parts, and most of the rivers are bridged. The prisoners are now putting it in order; water and supplies are more plentiful, and the road generally is more level than the Kyga line: the distance by both routes is about equal. I feel sure therefore that it will be preferred by cartmen to the Kyga. Although far inferior to the Dharwar and Coompta road, it will by the 1st March be sufficiently good to bear a moderate traffic.

36. *Bunkapoor and Yellapoor Road.*—The portion of this road lying in Canara districts between the frontier and Moondagode has from the 1st December been transferred to the executive engineer, Dharwar, who will be able to devote more time to it than I could do. For the reason mentioned at the close of para. 27, progress thereon must be slow. But it is a short line of 4½ miles, and may possibly be available for traffic this season. The continuation from Moondagode to Yellapoor is a cleared line, good in some places, but indifferent in others. All the labour that can be procured is put upon it executing repairs. The chief difficulty is the Baidlee nullah, which must be bridged as soon as possible, but I fear it cannot be done till the country is more healthy, as the site of the bridge is about the very worst place in Canara for fever. For this river an iron girder bridge of 60 feet waterway is required. I have only just received the section, and will submit my proposal as soon as possible.

37. *Road from Beitkul to the Arbyle Road, near Ankola.*—This line was cleared to 12 feet in width last season from Ankola, as far as Ahmedhully; the Hyderghur Ghaut was cleared of rock and widened, and a passable road completed to Konay by the 14th April last. This was only a temporary line, the correct line running from Ahmedhully along the coast to Urgby, Binghy, and Beitkul. During the monsoon the proper road has been steadily proceeded with. One party has been employed forming and mooruming the road at the Ankola end to a width of 18 feet; they have advanced as far as the first range of hills, about 4½ miles. Another party worked from Beitkul, and have made a road 28 feet wide up to the Saddle H, and 24 feet mean width down the hill side to the low rice ground in Binghy Bay.

38. Since the crops have been gathered labour has come in pretty plentifully on this line. There are a good many villages on the coast, fish can be obtained and there is no fever. In addition to two companies of sappers and miners employed in blasting rock, we have 2,607 coolies on this line. By the 1st March there will be a good road 18 feet minimum width from Ankola to Ahmedhully, 10 miles, and from Beitkul to Urgy, 3 miles. Between Urgy and Ahmedhully is a flat of 6 miles over rice fields; this will be raised, and the portions near the hills will be moorumed by coolie labour. The chief difficulty is in procuring carts to mooram the distant portions. I have applied to the collectors and engineers of Dharwar and Belgaum for assitance. The collector of Belgaum has answered to the effect that Canara has so bad a reputation for fever and want of food that he fears he cannot send me a single cart.

39. Feeling sure I should meet with this difficulty, I have during the monsoon prepared a considerable number of wheel barrows and hand carts. Mooruming the road in this way must necessarily take time, and will be very expensive; but I think I am right in my belief that the Government will readily sanction expensive work when they understand that it is necessary, and that if cheap work alone is to be done it will not be done at all.

40. Over the Bellikerry creek a timber pile bridge of 210 feet waterway in seven bays of 30 feet each, will be erected. This will not be ready by the 1st March, but as at low tide there is very little water in the creek, sometimes it it only nine inches deep, cotton carts can easily cross. In this there is no hardship, as bullocks and men must rest somewhere, and the village of Aorsa at the bridge site is the natural halting place. The carts can be halted on either side according to the state of the tide, being taken across the creek when it is low water.

41. Should the mooruming be incomplete, an alternative line over the Hyderghur Ghaut to Konay and Beitkul is available. The cotton merchants have only to go themselves or send their agents over each line, and chose the one they like best; it is only a 20-mile ride from Beitkul *viâ* Binghy to Ahmedhully, and back *viâ* the Hyderghur; a ride any one of them may make in one morning before breakfast.

42. Last season Dr. Forbes, Mr. Haywood, and others seemed to doubt my statements that carts could be brought to Konay with ease, and declared I only got them over the line by the assistance of coolies. I immediately placed myself at their disposal, and offered to go up the Kyga and down the Arbyle with all or any of them. No one felt disposed even to take a ride a few miles out and back. I have again suggested to the agent of the Manchester Cotton Company the advisability of their engineer, Mr. Fleming, accompanying me as far as Ankola at least; it was arranged that he should do so, but the trip was put off by him. I would respectfully request that it should be intimated to the agents of the Company, and of Messrs. Nicol & Co., that they should personally inspect my roads before they make vague complaints and condemning them.

43. I have now answered, as fully as I can, para. 3 of the Despatch. Before concluding, however, I will take this opportunity of laying clearly before Government the results of my experience in North Canara, and my views of future requirements.

44. In Canara we have to contend with four most serious disadvantages:—

1. Want of labour.
2. Want of food.
3. Deadly fever about the ghauts.
4. Cholera on the coast during the monsoon.

The first two wants result from the last two disadvantages.

45. The district is in a most pitiable state. From all accounts it was healthy enough a few years ago, when the Devamany and Arbyle roads were made. But fever becomes worse and worse every year. There is hardly a soul in Canara, man, woman, or child, who is not constantly ill for days together with fever of a bad kind. If any escape, it is only those whose occupations never take them from the coast, and who can avoid exposure to the sun and rain. The impossibility of procuring proper food is predisposing every one to fever.

46. As before stated, fever has rendered impossible the vigorous prosecution of the Kyga road and Arbyle road repairs. In August last I sent an assistant to Coondapoor, provided him with ample funds for advances, and directed him to engage and send to me for the Ankola and Beitkul road the 2,500 men who used formerly to come every year for work in North Canara and Dharwar. He succeeded in engaging about 800 by the middle of September, and despatched about 400 in gangs of 50 or 100 each. There had been a good deal of cholera all along the coast during the monsoon, but by that time it was disappearing. However, immediately on arrival of the first gang of 59 men, one was attacked and died; two or three others died a few hours afterwards; the rest ran away, stopped the others on the road, and all Mr. Powell's exertions and advances have gone for nothing.

47. From the above only one conclusion can be arrived at. If work is to be done in North Canara, labour must be supplied by Government; shelter must first be provided for officers and men, and a commissariat be established. For work on the coast; permanent labour on high wages must be engaged from Cochin and Malabar; for works inland, every convict in the Presidency should be sent to Canara. Good and experienced medical aid, with an ample supply of medicine, especially quinine, is required. It fact, Government must do as private firms do, viz., first procure the labour and superintendence, and make them comfortable: then commence work.

48. Beitkul is head quarters; next monsoon there will be a large number of Europeans here belonging to this department alone; it will be absolutely necessary that Government should sanction a partial suspension of work in April, to enable us to build huts for ourselves, prisoners, and guards, before the monsoon. And as even grass cadgans and such like materials are procurable only in small quantities and with great difficulty, any assistance that Government can give us in supplying wooden houses or iron barracks from Bombay, would be very acceptable.

49. We might get contractors from Bombay perhaps to build stone, brick, or mud houses, but they cannot procure either labour or materials as long as there is such a demand for the immediate construction of so many miles of road, wharves, lighthouses, &c. &c., and we have only 2,500 men including 110 convicts and 14 sappers, for all Beitkul works.

50. The Manchester Cotton Company have obtained about 300 coolies from Cochin, give them houses and 6 rupees per mensem. We must send an officer and one or two subordinates to Cochin and Malabar, and obtain at least 3,000, and if possible, 5,000 men from thence; we must pay them probably seven rupees per mensem, provide them with food and medicine, give them advance, and build lines for them; but above all, we want every convict and every sapper who is available; then and then only will the works progress as fast as every one wishes. There is at present no road at all between Beitkul and Mullapoor; for this, for the completion of the Ankola line, for the Beitkul wharves and roads, for town roads, and for the river groin, we require as many coolies as we can collect. For the latter we require a small steamer, half a dozen cargo boats, two ships' cutters, a dredge and barges. Were the latter here, the filling in behind the wharf wall would proceed with rapidity and cheapness, and deeper water would be obtained in the cove at the pier site.

51. The superintendent and assistant magistrate ought to be here to make sanitary arrangements. I am held strictly responsible for this by the superintending engineer, but I can do nothing; I may give as many orders as I please, but I cannot enforce them or punish those who offend against them. Now already the necessity for some arrangement is most disagreeably apparent.

52. Postal arrangements are very bad. It is useless for the auditor to inform me regularly every month that I am reported for the non-submission of some return; a telegram from Captain Ker from Poona was six days on its road from Dharwar to Beitkul; Mr. Chief Secretary Robertson's telegram of 26th instant reached me on the 30th, 24 hours after the Honorable Mr. Inverarity had left Sedashegar. It takes 11 or 12 days in the monsoon for letters from Bombay to reach Beitkul; the superintending engineer's letters take 8 or 9 days to reach me from Belgaum, and my own letters to my subordinates in Soopa and other distant places are 19 days in transit.

53. The mail cart from Dharwar can easily, during the fair season, come as far as Mullapoor; it can all the year round go to Coompta, or at any rate, to Munky Ferry, three miles from Coompta, and there is no reason why the post office should still be kept at Sedashegar, on the opposite side of the river.

54. The extension of the telegraph from Dharwar is also a work requiring early attention to enable the residents here to communicate speedily with Bombay. The benefit the cotton trade would receive from the telegraph is apparent.

55. If the above arrangements are made, good roads can be completed next season down the Kyga and Arbyle Ghauts, and ample accommodation provided at Beitkul for present traffic; if not, it will take years to complete the approaches to Sedashegar.

56. I have not alluded to the road from Sirey *viâ* Devenhully and the Abcheway Ghaut, to join the Ankola line to Beitkul, or to the road from Dharwar *viâ* Hullial and the Unshy Ghaut to Boree Bunder, opposite Mullapoor. Neither of these lines can be touched till the more important ones down the Kyga and Arbyle Ghauts are completed.

W. A. BAKER, Captain,
Executive Engineer, North Canara.

LATEST INTELLIGENCE.

(*By Electric Telegraph.*)

GALLE, 21*st May* 9-14 A. M.

Steamer *Arratoon Apcar* passing by. Destination unknown.

COLOMBO, 21*st May* 4-30 P.M.

Steamer *India* anchored from Madras.

MADRAS, 21*st May* 6-45 P.M.

Steamer *Australian* sailed for Calcutta.

NEWS LETTERS.

MATHERAN, 20*th May*.

THE thanks of all Matheran to you, Mr. Editor, for your article in to-day's *Bombay Gazette*, just to hand. All visitors, as well as the house-owners of Matheran, feel under obligation to you for the able way in which you have backed their protest against the strange things proposed to be introduced, to the inevitable and lasting detriment of one of the greatest blessings with which Bombay is favored. It is true that if we had not Matheran, many who now go there would go to Mahabuleshwur; but a far larger number would be unable to go. Matheran is, therefore, a great convenience both to those who could, and to those who could not go, to Mahabuleshwur; and a means of comfort, health and luxury besides. The advantages offered to the residents of Bombay by a change, in three or four hours, to a climate like that of Matheran should be guarded most jealously; and any one with the power, and who displays a disposition to trifle with those advantages, should be at once deprived of that power in favor of some man of more judgment. It is the remarkable, woody character of Matheran that constitutes its principal superiority over Khandalla, for it is notably the finest piece of dense jungle on this side of India. Many years ago, some native land-holders in the neighbourhood of Mahabuleshwur destroyed some hundreds of acres of jungle, and it was soon discovered to have an unquestionably detrimental effect on the climate. It was that circumstance, I believe, that led to the very stringent order of Government on the subject of "felling some trees," which puts a land-holder in the position of the countryman, in the old song, who sought his sovereign "in hopes King George would give him relief."

"Twas all about felling some trees,
And building some houses upon his own ground."

Then as to facilitating the introduction of carriages at Matheran, the thing is most abominable; indeed as bad as destroying the jungle or levelling Matheran with Narel to save that frightful tug up the ghaut. One person with a lamentable deficiency of taste got a carriage up there by some means or other, and was looked upon as the nuisance of the place, being twenty times a day wished

"At Jericho or Timbuktoo,
Head, arms, legs and hymn-book too."

However, the law allows people to exhibit without penal consequences a very lamentable degree of want of taste, and people may get their carriages up there if they can, without any heavier punishment than the hatred of their fellow-creatures. Let us not, however, facilitate the use of these nuisances when they are got up there, by widening the roads; but let us put all sorts of big stones and other obstacles in their way, or entice them to Porcupine Point and *bowl* them over. Or, better still, let every mortal who ever visited Matheran, except the deluded party referred to, and any other deluded followers of that suit, petition the Legislative Council for a short act to prohibit the use of wheels up there. The members and men of sense and good taste would fall in with it as they would for the consumption of smoke. Ladies and invalids who can neither walk nor ride can have nothing better than the ton-jons which are to be had at a moderate rate of hire; or they might have chairs to be pushed by one man behind, but the ton-jon is the easiest possible thing for the sick.

The weather up here is very nice, and the atmosphere at times full of cloud drift. Every place is crammed, and many tents besides. It is difficult to get a cot at the hotels; so intending visitors should make arrangements beforehand. The Church is finished, and is well attended every Sunday.

PESHAWUR, 9*th May*.

"Our station has now settled down to its summer dormant state, and the *elite* departed for the Hills. The night of the 1st of May was kept up in grand style. The 79th barracks were illuminated, likewise a large stand built for the occasion. Major General Haley with his usual urbanity took advantage of this occasion to distribute prizes to the soldiers of the station for shooting and gardening, accompanying each prize with an encouraging speech. The target practice (Rifle) of the 7th Hussars was very good, at the end of the proceedings the heavens seemed at once to be illuminated with a grand display of fireworks. Everything which could be done by the officers of the station for the amusement of the soldiers was done. There was Jack in the Green, Punch and Judy, &c., some excellent fling dancing by Sergeant Skinner, H. M's. 79th Highlanders and some very good gleesinging by the splendid Glee Club of H. M's. 7th Hussars. One thing was wanting, this was a display of wit from the celebrated clown, Mr. Shavoh, who was employed elsewhere—Joe Grimaldi was a clown also, so is Shavoh. There is only one step from the sublime to the ridiculous. Major General Haley has finished his inspection of the Artillery, with whom he expressed himself well satisfied, especially the H. H. whose movements in the field and carbine and sword exercise were faultless, they are on the Europe regulations such as cleaning their harness and horses, and are no doubt as well in health as they would have been on Jack's system. Your valued ghost mentioned about the amateurs of the Artillery giving a performance for the benefit of one of the Graham clan, so they did, for they murdered the Rose of Ettrick Vale, two characters only being well sustained viz.; Jessio and Red Ronald. I would advise the club to make a closer acquaintance with Murray's Grammar before they dislocate their jaws with trying to imitate the Gaelic, as for the Irish songs they were on a par with Guy of the Gap who was a real Guy—after the excellent playing of the 7th Hussars in the R. A. Theatre I would advise the R. A. amateurs to leave off dramatic representations and turn house agents.

Weather is terribly hot, and punkahs are required (but are not put up as yet) in the bungalow of ZUBERDUSTY."—*Delhi Gazette, May* 16.

LOCAL.

MR. G. A. KITTREDGE has been recognised by Government as Vice-Consul at Bombay for the United States of America.

MR. F. F. ARBUTHNOT is appointed Deputy Commissioner of Customs, Salt, and Opium, at the Presidency, from the date of Mr. Jenkins' retirement from the service.

THE MAIL FOR ENGLAND.—We would remind our readers that the next Mail for England closes on Sunday morning next the 24th instant, at 7 A.M. Our Overland Summary will be ready for issue, on Saturday morning.

PORT-DUES AT ADEN.—By Act No. 4 of 1863, it has been enacted that from and after the 1st of July next, Government shall collect and levy in respect of every sea-going vessel of the burden of ten tons and upwards which shall enter the Port of Aden, port-dues at such a rate as shall not exceed three annas for every ton of burden.

MORTUARY RETURN.—The health of the town has declined to a slight extent during the past week. The return shews the casualties to be 371, being 30 in excess of those of the week preceding. The prevailing epidemics are cholera, small-pox, and measles, which are at present confined to those parts of the native town densely inhabited by Hindoos. The following is a classified table of the casualties:—

EUROPEANS.		PARSEES.	
Fever	2	Fever	7
Cholera	0	Cholera	1
Other diseases	3	Measles	8
INDO-EUROPEANS.		Other diseases	12
Fever	0	JEWS.	
Cholera	0	Fever	1
Other diseases	0	Cholera	0
HINDOOS.		Other diseases	3
Fever	112	NATIVE-CHRISTIANS.	
Cholera	36	Fever	7
Measles	18	Cholera	0
Other diseases	88	Measles	0
MUSSULMANS.		Other diseases	7
Fever	31	NEGRO-AFRICANS.	
Cholera	3	Fever	1
Measles	4	Cholera	0
Other diseases	15	Small Pox	0
		Other diseases	1

SUMMARY OF CHIEF DISEASES.

	Last Week,	Aver. of past 10 years.
Small-pox	40	22
Cholera	42	54
Measles	31	10
Fever	161	148
Nervous system	14	13
Vascular system	1	1
Respiratory system	19	23
Alimentary system	29	37
Cachexy	21	20
Accidents	4	3
Other diseases	9	4
Total...	371	337

INSOLVENT DEBTORS' COURT.

NOTICE is hereby given, that the petitions of the several persons hereunder named and described have been presented to the Court for the relief of Insolvent Debtors, Bombay, praying, respectively, for the benefit of the Act made and passed in the eleventh year of Victoria, Chapter XXI.:—

Goculjee Ludha, unemployed; date of petition filed, 7th May 1863.

Cusban Munees, courtezan; date of petition filed, 8th May 1863.

William Rowland, a press reader in the *Bombay Gazette*; date of petition filed, 11th May 1863.

Hajee Noor Mahomed Abdool Rahimon and Assabee his wife, Esmail Hajee, a labourer; date of petition filed, 12th May 1860.

Purshotum Moongaiee, a clerk in the Railway office; date of petition filed, 13th May 1863.

Meya Fuqueer Mahomed Amroodin Khutib, a merchant; date of petition filed, 14th May 1863.

Nuthoo Jaychund and Chuggon Kessowjee, brokers; Veerjee Furbhotum, a general merchant; date of petition filed, 16th May 1863.

Sylarkhan Meeakhan, unemployed; Khetsey Agsoo, traded in partnership with Tezpall Cullian under the name and firm of Khetsey Agsoo as a dealer in coir yarn; Mudsoodun Succaramjee, an English writer; Bapoo Sabajee, bricklayer, unemployed; Khuttree Ramajee Anundjee, a dealer in red powder and camphor; date of petition filed, 18th May 1863.

Orders in the matters of the abovenamed insolvents' petitions, that the real and personal estates and effects of the said Insolvents be vested in the Official Assignee of this Honourable Court, under Clause VII. of the said Act, have been duly made.

Days appointed for hearing the petitions of the undermentioned Insolvents.

Meya Fuqueer Mahomed Amroodin Khuttib,—1st Monday in June next, at 11 o'clock.

Purshotum Moongajee, Sa Goculjee Ludha, Nuthoo Jaychund and Chuggon Kessorjee, Cusbon Moonee, Gunnoo Doorgajee Katay, William Rowland, Khutree Ramjee Anundjee, Khetsey Agsoo, Sylarkhan Meyakhan,—3rd Monday in June next, at 11 o'clock.

The aforenamed Insolvents have filed schedules of their debts, estates, and effects in my office. Opposing creditors must file their claims, verified by affidavit, and pay the usual fees, at my office, at least three days before the hearing.

Dividend payable in the undermentioned Insolvent's Estate.

John Saville Hemson,—1st Monday in June next, of 5 per cent.

H. GAMBLE,
For J. W. ORR, Clerk of the Court.

Court House, Clerk of the Court's Office, Fort, Bombay, this 19th day of May 1863.

FRIGHTFUL ACCIDENT IN THE GOVERNMENT DOCKYARD.

THE China Merchant Steam Navigation Company's screw steamer the *Bombay Castle*, 550 tons register, which has just undergone extensive repairs in the Government dockyard, both in her hull and machinery, and was to have been hauled out of dock yesterday at one o'clock, met with such a terrible mishap at about half-past ten o'clock as will in all probability cost the Company a lac of rupees to remedy, to say nothing of the supposed loss of life and the injuries, both slight and severe, to about thirty individuals who were on board at the time of the accident. From the various accounts which have been furnished of the accident and its cause, it appears that a large quantity of machinery was on deck on the starboard side, with only one hundred tons of coal and forty tons of ballast in her hold, at the time preparations were being made to haul her out of dock, into which, at the time the accident occurred, about ten feet of water was admitted. By this time several of the shores had been struck away, leaving only three on each sides of the ill-fated vessel. The officers and crew were at this time busily employed on deck, and a number of coolies were engaged in taking in ballast, when suddenly those on deck observed her to heal over on the starboard side, and the shores on that side immediately snapped asunder as if they had been mere bamboos, and the vessel rolled completely over on her starboard side with a fearful crash, precipitating all the machinery on deck,—including one cylinder—into the dock, and smashing into splinters all her starboard bulwarks, skylights, deck cabins, cabooses and other upper works, together with her fore, main, and mizen masts, which were splintered and shattered close off to the deck, and her funnel bent in the form of an elipse. In fact as she now lies in the dock she appears a complete and irretreivable wreck, with paint pots, spars, sails, broken cabins, broken bulwarks, pieces of broken furniture and gear in the disentangled mass, masts and yards all gone, and the water in her hold on a level from the keelson to the middle of her hatchways, so as to make it a problem whether she can ever again be made a sea worthy boat. It is not positively known whether any lives are lost, although it is said four coolies who were engaged in taking in ballast are missing; but whether their bodies are in the hold of the vessel or they escaped and ran away has not yet been ascertained. Twenty of the crew at work on deck have been slightly injured, including the captain and four Europeans; four lascars severely, and a Parsee dangerously.

During the day a number of seamen from the Sailor's Home, together with some lascars, were engaged in clearing the wreck of all her encumbrances under the superintendence of her officers and the subordinates of the dockyard; but, it is believed some time must elapse before she can be righted and properly inspected so as to ascertain the real amount of damage done, and the injury the hull and machinery have received, as it is, however, the Company will sustain a severe loss by this mishap.

BOMBAY POLICE INTELLIGENCE.

FORT POLICE OFFICE.—21ST MAY 1863.

(Before N. W. OLIVER, ESQ.)

FORGERY.—Vunna Kewda, a Marwaree pawn-broker, and Bheemee, a courtezan, were placed at the bar on a charge of forgery.

Baya, the prosecutrix, stated that she was a courtezan and resided in Tarra Naikin's Oart. She knew prisoner Bheemee, being her country woman, and she knew the Marwaree prisoner by sight. She received two summonses to attend the Small Cause Court. She attended to the first 21st March last. The Marwaree prisoner was the plaintiff in that case, and she was the defendant. Mr. Maneckjee Cursetjee was the Judge who tried that case. She was sued on a promissory note for Rs. 50. The Marwaree was examined on solemn affirmation on that occasion; he stated at the trial that he had lent her rupees, she did not remember how many: he stated also that she put her mark to the note; he did not then produce the two alleged attesting witnesses, Doda Ruckma and Rama Boodajee, he said they had gone to their own country, though they were both in Bombay. She was then told by the Judge to appear when she was summoned. On the same day she received a summons in consequence of which she again attended the Small Cause Court on the 8th April last. The Marwaree also attended the Court on that day with one witness named Doola Ruckma. Fifty rupees was the sum for which she was sued on the same promissory note, and it was the same cause of action. Mr. Maneckjee Cursetjee was the Judge and tried the case on Wednesday the 8th of April. The Marwaree produced the promissory note, and on solemn affirmation said that he gave her rupees, and that the mark to the note was hers. It was not her m

The Kossid who has brought the above news, says that the Ameer was now acting on Mahomed Auzim Khan's advice, and that it was very likely that a treaty would be ratified between the Ameer and Sultan Ahmed Jan. Sooltan Ahmed Jan, had proposed to pay three rupees to the Ameer, who was not content with it, and was wanting to get more if possible."—*Delhi Gazette, May 16.*

THE FOREST CONSERVANCY OF MADRAS.

(From the Neilgherry Excelsior, May 14.)

NEVER was a more doleful picture connected with any of the undertakings of Government presented, than is given to the world in the Report upon Forest Conservancy for the official year 1861-62. The Forest Department under the Madras Government consists of, 1 Conservator, 1 Officiating do., 1 Native Surgeon, 1 Head Clerk, 5 Assistants, 3 Sub-Assistants, 7 Overseers, and 2 Foresters.

The salaries of these officials, as far as we can make them out, amount to some 4,400 Rupees a month, exclusive of the Surgeon, Clerk, Overseers, and Foresters, or including these, to not less than 60,000 Rupees a year. The Districts under Conservancy are, North Canara, Wynaad, Mudamallai, Segur, South Canara, Neilgherries, Annamali, Cuddapah, Nellembore, Salem, and Madura.

The net profit of the year is put down as Rs. 203,585, but out of this we are told Rs. 174,754-11-7, representing the timber in North Canara transferred to the Bombay Government should be deducted, which reduces the amount actually credited to the Madras Government to Rs. 28,830-4-5. The net profit of the year is said in another place to be 428,639 Rupees, but this must mean the aggregate profits since the department was established, or there is an inconsistency which we cannot understand. It is difficult to say whether the term *net profit* includes or excludes the cost of the Conservancy department. If it includes, the Government have got back a third of the amount expended; if it excludes, they have lost two thirds. The latter probably is the true state of affairs, judging from the general unproductiveness of the forests as stated in the report. The Madumallai and Cuddapah forests are the only two which are represented as yielding returns in excess of expenditure. The extent to which the latter have done this is not exhibited, but if Mudumallai, is to be taken as a guide, the excess of receipts over disbursements amounts to the large sum of Rupees 462! All the other districts are a decided encumbrance, so far as we are able to learn from the report. Wynaad it is said will more than meet outlay, *provided* it is amalgamated with Hoonsoor. Segur *may* be expected to yield a profit of 20,000 Rs. yearly. South Canara is *not* remunerative from the system pursued. The Anamali forests have *not* been satisfactory. Nellembore stands in a negative position; teak with thinnings *will* realize about 20,000 Rs. per annum. In Salem, a thorough system of working the sandal wood forests has been introduced, and we must wait for the results. In Madura, there has been an improvement in the revenue derived, but since the pecuniary value of the improvement is not declared, we may safely put it down as less than Rs. 462, or would it not have been brought prominently to notice? The Neilgherry forests, which we have reserved for the last, are actually stated to be "out of all proportion to the returns" as regards the supervision! The fallacy of replanting the *Governor's Shola* is alluded to, and a parade of thousands of pits for holding plants which have since gone into the stomachs of buffaloes, is put out as a means of accomplishing it. The firewood plantation in Wellington, (Jackatalla), is pronounced to be progressing more favorably, although it cannot be considered a success, "if the outlay is taken into account."

Altogether, the Conservancy department appears to be a useless burden on the State. In South Canara, in Wellington on the Neilgherries, in the Anamalais, in Cuddapah, in Salem and in Madura, the officials representing more than one half of the operations of the department, every thing is palpably in a condition of the greatest uncertainty as we learn from the report. It is true that reforms and improvements are alluded to, but one is naturally led to ask why the measures originally instituted did not comprehend every possibility of failure or disappointment? Is the Conservancy department a school for learning the duties connected with it, or is forest conservancy so difficult in India that years of experience are required to perform it effectually? Should the latter be the case, a smaller staff of officials, put out as *feelers*, would have been the best course for the Government to adopt. The report under review would thus be a first essay upon an abstruse subject, and those who are learning would not be in the anomalous position of proficients.

INDIAN MEDICAL SERVICE.

(From the Englishman, May 13.)

IT is now four years since it was resolved to remodel the Indian Medical Service; to abolish it, to let it die out, to amalgamate it, to make it a general service, to localise it, and to put it through various other processes, according to the genius, the caprice, or the inventive powers of those who have had its destinies in their hands. During these four years the Secretary of State for India, his Royal Highness the Duke of Cambridge and the Director General of the Medical Department in England, aided by several officials in this country have constructed all kinds of schemes, measures, and plans for the transformation and unfortunate service in question; but their productions were so unsatisfactory, even to the manufacturers themselves, that they have all, in their turn, been abandoned, broken up, and thrown aside as useless, mischievous, or inapplicable. It is not very much to be wondered at that three officials in England, who have never set foot in India, and know nothing whatever about the country, should fail to make out a plausible and practicable scheme for the reconstruction, remodelling, and entire disposal of the Indian Medical service; but it is somewhat surprising that, amidst the utter break down of all the schemes framed by their ignorance and self-sufficiency, they should not, till they had spent four years at work on utter failures, have thought of consulting, on the difficulty with which they were occupied, the person or persons in this world best qualified to give them such information and counsel as would get them out of the dilemma, and thus put an end to the anxiety and painful suspense of the Medical Officers of the late Company's armies. Yet such is the case. The last letters from London state that, a few days before despatch, and after four years utter failure, the Secretary of State for India had sent for Dr. J. Forsyth, late Chief of the Medical Department in Bengal, to consult him, and get his views and opinions with reference to the remodelling of the Indian Medical Service. During the three years which terminated Dr. Forsyth's service at the head of the Medical Department in this country, and whilst the three heads at home were trying to manage the medical amalgamation question, Dr. Forsyth was never once consulted by either the home or Indian government concerning measures of the most vital importance to the Medical Service and the service which he represented; but the Indian action, as regarded their destiny, was left in the hands of Colonels of Artillery and Infantry, amateur actuaries, and *dilettante* financiers. Now that Dr. Forsyth has been out of the service, it has been suddenly remembered by the three high officials whom we have mentioned that, in their distress, a medical officer who passed more than forty years in India, in all grades of positions, who served from Cabul to Prome, and terminated his career at the head of the medical service, might possibly be of some little use to them, and they have condescended to listen to his counsel. Dr. Forsyth's advice, which we suppose and sincerely hope is final and has been adopted, was, that a special medical service for India should be maintained with its own rules and conditions of service, that those medical officers now on the present Indian medical lists should go over to the new service, of which they would form the foundation and nucleus, and that medical officers of the British Army should also be permitted, if so inclined, to volunteer for and enter the new Indian medical service. These are the heads of Dr. Forsyth's views and recommendation; and we believe we may assume it as almost certain that they will be acted upon. The same letters which convey this intelligence state that it is intended to constitute a Medical Secretariat at the Indian House; and that the appointment was promised to Dr. Grant, formerly Surgeon to Lord Dalhousie, and more recently Apothecary General at this Presidency. We congratulate our medical readers, and the medical services at large, on there being now really some prospect of an early settlement of a question and a measure which have kept them for four years in the most painful suspense and anxiety.

THE POLISH INSURRECTION.

(From the Times, April 11.)

(FROM OUR SPECIAL CORRESPONDENT.)

BRESLAU, *April 7.*

THE Poles have returned to guerilla tactics, and military events are comparatively warm. This is a remark equally applying to all parts of the country. From the nature of this kind of warfare it is not only hard work for the pursuer to come up with the pursued, but even when caught and brought to a momentary stand the rebel will give him no opportunity for a decisive and ringing blow. Thus, while tussles abound, there may be a want of fights and serious encounters. That this is the state of things in the present lull will be shown by a survey of last fortnight's actions.

The National Government is of opinion that to surrender to Russia would be the worst policy to be hit upon. They place some reliance upon France, and are, on the other hand, assured that the crime of rebellion will be as little forgiven by the Czar now as after a few months' continued indulgence. With the moneys at the townspeople continuing at their disposal they have as yet no lack of ardent patriots to fight the desperate fight they have entered upon. Both the patriotism of the people and the dread of their terrible messengers keep them in cash and supply the moderate sinews of war required. In a country like Poland, where the prevalence of poverty is in direct ratio to the absence of wants and a relish for war, it is not so very surprising after all, that a mighty flame should have been kindled by the Tartar Government of a *soi-disant* European Power. To calculate its duration is in many respects, however, a purely psychological task.

But for the want of arms ten times the present number of insurgents might be sent to the field. The majority are artisans and journeymen labourers, with a strong ingredient of youngsters from the educated class. Of private, those only along the Prussian frontier and of Lithuania have been as yet gained over for the cause. In Cracow, Radom, and Lublin, more especially, the agricultural population is too deeply steeped in ignorance and brutality to take up any cause advocated by the lords of the soil. The early approach of summer will necessarily bestow considerable advantages on the guerilla troops.

When Langiewicz fell the Russians were too exhausted to follow up the pursuit with the extreme rapidity required. They would have been competent enough to beat him in battle, but to run after the dispersed troops, besides being out of their way, was no easy job after the incessant marching that preceded success. Thus we find them requiring a week to move on to the Austrian frontier, and occupy the more important places in sufficient strength. As the reader may recollect, the force assembled to insure the capture of General Langiewicz amounted to 15,000 or 20,000 men. The object being partly obtained, about one-half were marched off to Kielce and Lublin, the other being reserved for disposal along the boundary line; but it was not before the end of March that the latter movement had been fully executed, and garrisons provided for a dozen points admitting of passage to and from with the greatest ease Proceeding from the West, garrisons were, by the 1st of April, provided at length for Sosnowice, Michalowice, Macki, Olkusk, Skala, Michow, Proszowice, Igolomia, Szyce, Strzmieszyce, Staszow, Stobnica, and a few other places, all situate within a distance of 20 miles, and intended to seal up intercourse with the heart of rebellion in the South. In addition to the 8,000 men thus employed as many more have been formed into flying columns of about 1,000 each, and are engaged in scouring the country, south of Kielce, between the northward course of the Vistula and the Prussian frontier. Several thousand more are kept in reserve at Kielce, Radom, and Czenstochow.

I have repeatedly alluded to the fact that the concentration of this powerful force has been only possible at the cost of authority in the North. Plock, Podlachia, and Augustowo had to be drained of half their garrisons to allow of more efficient measures being adopted in Cracow and Sandomir. We shall soon perceive, however, an apparent discrepancy existing as yet between effort and effect. The locality is cleared of Polish forces, but it is chiefly because they have split up into diminutive bands. So far from having entirely disappeared, they have only multiplied, and partly, it is true, shifted the scene of their activity a short distance inland. It is evident something more is required to cope with rebellion than to adopt a rational system, and do the several districts individually with an overpowering force. Over and above the system there is agility wanted in the men and decision in the leaders. If it took them a week to dispose themselves along the border line after the catastrophe of Welce, we cannot but infer that, though their ultimate victory remains the more probable alternative provided the right system be persevered in, the bands will yet give the Russians a deal of trouble even in the counties of Cracow and Sandomir. By a report recently circulated they have begun forming guerilla volunteers, drawing better pay and enjoying higher privileges than the rest of the soldiery; but the Russian is too indolent and has too little of individual character to achieve any remarkable feats in a hurry, and when left to his own resources in small detachments. He fights well enough in a regiment, but his courage forsakes him in a patrol.

Having taken this rapid glance at the Russians, we now turn to the insurgent, and the state of the cause in the old roving ground of their fugitive chief. Of the 10,000 men remaining with Langiewicz on the morning of his flight, about 1,000 effected their escape to Lysa Gora and the hills of Swiety Krzyz. There they continue unmolested, under Czachowski and Dowgiello, having been attacked but once, on venturing from the hills, at Kozienice, on the 25th and 26th. Their meeting Kielce, reported the other day, seems to have taken place only in the fancy of enthusiastic admirers; yet they have managed to keep the Russians in constant alarm for a distance of 20 miles, and, in a particular case, created considerable uneasiness as far as Miechow. Hence a detachment was actually sent to the assistance of the northern garrisons. Of the remaining thousands a third part have entirely disappeared from sight, and, as the Polish papers hint, are re-forming in some mysterious locality. Many of them have probably fallen in the heat of pursuit, and others may be hidden, and passed off for respectable artisans by the townspeople of the neighbourhood. An equal number, it is counted, sought refuge in the woods and hills of the border, breaking up into small detachments, and clinging together, if not from fear, from courage. About 3,000, which is the residue to be accounted for, crossed the frontier, seeking protection in Austrian territory. 1,000 of these always speaking in round numbers—never gave themselves up to the authorities; but, finding food and shelter among their Galician compatriots, disposed of themselves according to pleasure. Again, those who fell into the hands of the authorities did not, by any means, intend staying there for good and all. 2,000 the Kaiser received with open arms, but about 1,200 he allowed to depart again. Encouraged by the agents of the Cracow Committee, and fired by the enthusiasm of the Galician townspeople, the gallant 1,200 seem to have wended their way back almost upon the day of their arrival on Austrian ground. Having been left in convenient vicinity of the frontier, the return took place along the entire distance from Cracow to Sieniawa and Opatowice. They went in bands from 20 to 30, dug out the pairs of Oilong and round Eisenbahn and Vegetable Dishes, Cruet, Egg, Soy, and Pickle Frames, Salvers, open worked Bottle Stands, handsome Epergne with Dish, Tea Kettles and Coffee Pots, a set of best Plated Tea Set, Bronze, Table, and Chamber Candlesticks, ware of Plated "king's pattern Spoons and Forks, Liquor Frames, a box of Plated Dessert Knives and Forks, Rummers, &c., sets of Cutlery, a large Blackwood Dining Table for 30 persons, Side Boards, Dumb Waiter, Arm Chairs, Tea Poys, Screens, Drugget Carpets, a first-rate single Barrel Rifle in case, complete by "Whitworth," a single Barrel Gun in case by "Westley Richards," a second double Barrel Gun in case by "Charles Moore," a Revolver in case, and the furniture all carved Blackwood such as Circular Table, plated 3-light and single Hanging Argand Lamps, with Drops, Bronze Table and Solar Lamps, English Brussels Carpets, open-worked Drawing-room Chairs, Conversation, Half-backed, and Divan Couches, Easy Chairs, open-carved Tea Poys, Chiffoniers, large and small China Jars and Vases, an English Rosewood Writing Table with Drawers, a Mahogany full toned Square Pianoforte by "J. C. Waring" and Co., with cover, Music Chair, small Pedestal Side Stands, English Whatnots, Alabaster "Figures, Pier and Card Tables, a correct going 8-day Clock by "French," City Observatory, London, rich Engravings in Maple and Gilt Frames, Carved Bedstead complete, Camp Cots, Dressing and Washhand Tables, Toilet and Cheval Glasses Clothes and Lawn Presses, Copper Cooking Utensils, and Dispense articles, a first-rate Thurston's Slate Billiard Table, Balls, Cues, Frames, &c., with a Bronze Revolving Lamps and elegantly open carved Blackwood Reading Stand.

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Catalogues of full particulars will be published and the property will be on view five days previous to the day of sale.

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DINSHAW HORMUSJEE & Co.

Bombay, 22nd May 1863.

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ATMOSPHERE OF THE STARS.

(From the Cornhill Magazine.)

The *spectrum analysis*, reveals the presence in the sun's atmosphere of several elements of our own globe. An easy step on the ladder of induction would extend this conclusion to the fixed stars; but to make such a step effectual, it is necessary to possess means of forming spectra of their light sufficiently luminous and definite to allow a clear view (sufficiently so for precise measurement) of the principal fixed lines, if any, which they exhibit. This, however, is a matter of no ordinary difficulty. Fraunhofer's attempts, so far as they go, afford little support to the conclusion of identity in the nature and ultimate sources of their light. He found, he says, three distinctly visible broad lines in the spectrum of Sirius, one in the green and two in the blue rays, offering no resemblance to those in the solar spectrum, while in that of Castor a line was seen by him in the green, previously situated as that in the green of Sirius; but the two lines in the blue, though visible, too feeble for measurement. In the spectra of Capella, Pollux, *a* Orionis, and possibly also of Procyon, he was able to identify the remarkable line D. (the double line of the soda flame), and also *b*, as occupying the same place as in the solar spectrum. In this state the subject has rested, with no perseverings or consecutive attempts to follow it up (for some attempts of M. Lamont at Munich appear to have been defeated by the extreme rarity of the requisite atmospheric conditions in that climate) until very lately. We have now before us, however, a memoir by Signor Donati (a name well-known to astronomers as that of the first discoverer of the great comet of 1858), who has arrived at a series of results highly calculated to renew its interest. It must be premised that the principal difficulty of the observations in question consists in forming a spectrum of the light of a star at once sufficiently *broad* to be able to distinguish *lines* crossing it—sufficiently *bright* to be sure of the colours (for our judgment of colours is most materially influenced by the degree of illumination), and sufficiently *pure* to exhibit the lines without overlapping. The first of these requisites was secured by Signor Donati, by concentrating the light of the star examined by means of the great burning lens in the Florentine Museum, constructed by Bergans, mounted equatorially—the same which served the academicians under Cosmo III., and more recently, in 1814, Sir H. Davy, for the combustion of the diamond. The requisite *breadth* of spectrum was obtained by the use of a cylindrical lens, placed nearly but not exactly in the focus of the large one; while the *purity* of the spectrum resulted from the extreme slenderness of the linear focal image so formed, which was viewed through a prism and telescope in the same manner nearly as is now generally adopted in spectrum experiments—a micrometric apparatus being adopted for the precise measurement of any fixed line, and its reference to a definite line in the solar light.

The stars examined by Sig. Donati* were Sirius, Lyra, Procyon, Regulus, Fomalhaut, Spica, Rigel, Castor, Altair, Capella, Arcturus, Pollux, Aldebaran, *a* Orionis, and Antares. In not one of their spectra were any lines coincident, or nearly coincident, with either of those denoted by Fraunhofer by the letters A, B, C, or D. Those of Aldebaran, *a* Orionis, and Antares, however, exhibited very distinct ones, nearly, but by no means exactly, corresponding with Fraunhofer's *b*, and differing very materially in place in the three spectra. On the other hand, all the above-named stars, Antares excepted, exhibited a line nearly corresponding with F (in the blue), and which, in the cases of Sirius, Lyra, Regulus, Fomalhaut, Castor, and Altair, was particularly conspicuous; in those of Procyon, Aldebaran, and *a* Orionis, less so, and in that of the last-named star somewhat ill-defined; while in those of Spica, Rigel, Capella, and Arcturus, though visible, it had very much less intensity. The line G was also represented, though still less approximatively, and with far more latitude of deviation in all the spectra but those of Spica, Rigel, Aldebaran, *a* Orionis, and Castor; but in the instance of Pollux only could the coincidence be called a close one.

In the spectrum of Spica a single line only (that near F) was noticed; in those of Regulus, Fomalhaut, Rigel, Castor, Altair, only two (F and G); in Sirius, Lyra, Procyon, besides these two, a third was seen, near the violet end of the spectrum, about half way between G and H, while in those of Arcturus and Aldebaran, a third line made its appearance in the yellow between D and E, at about two-thirds the distance from the former. In the case of only two stars, Capella and *a* Orionis, were so many as four lines distinctly observed and measured.

The wide difference between these results and those of Fraunhofer will not fail to be noticed. Signor Donati seems disposed to explain them away by the difficulty experienced in distinguishing *colours* in such feeble illuminations—as, after all, with his own powerful means of concentrating light, he appears to have found the colours very feeble. (Judging from our own experience, we should hardly assent to this as a general assertion.) Anyhow, this seems scarcely compatible with Fraunhofer's expressions, and we are still disposed to attribute much weight to them, having had the advantage of inspecting his smaller apparatus and the large prism he was then preparing for the purpose, in his own atelier, at Munich, in the year 1824. At all events we consider it highly desirable that such very material points of discrepancy between such authorities should be cleared up without delay.

Signor Donati, to account for the *near*, but far from *exact*, coincidence of the lines analogous to F, G, H, in the solar and the several sidereal spectra, has recourse to the very extreme, and we had supposed completely exploded, hypothesis of a specific difference of refrangibility between the lights of different stars. In corroboration he adduces discordances between the observed declinations of the stars examined, as settled by the *Cambridge* observations of the present Astronomer Royal for 1830, and those of Mr. Henderson at the Cape of Good Hope in 1833. These are very old dates to refer to in matters of such nicety. But admitting them to be decisive, and that they prove a difference in the co-efficient of atmospheric refraction in the several stars in general accordance with Signor Donati's views, it must be remembered that *achromatic* telescopes (such as astronomers use) collect images and afford places of sideral objects, not by the specific refrangibilities of certain definite rays, as A, B, C, D, &c. of the spectrum, but by the average illuminative power of *the whole* spectrum, whatever its extent, and whatever its fixed lines and gradations of light; and this average is very evidently *not* identical for stars of all *colours*, so that, quite independent of the relative situation of any of the fixed lines in their spectra, an *average* difference of refrangibility for each star *must* exist.

As before remarked, we consider it most highly desirable not only that these discordances should be cleared up, but that the subject should be gone into with all the appliances that increased optical power, and increased delicacy of mechanism and manipulation, will admit. If we might be allowed a suggestion, we would propose, for the formation of the *image* of a star, a very large, colourless, equatorially mounted achromatic object-glass; for its dilatation into a *linear* spectrum, a prism of bisulphuret of carbon, of considerable area, placed *between* the object-glass and its focus, at such a distance as just to take in the whole pencil; and for the dilatation of the linear spectrum into a coloured band, or riband of light on which the fixed lines are to be seen *as* lines, a vibratory motion to be communicated by any sufficiently delicate mechanism (a tuning-fork of a very low pitch, for example, properly connected with the telescope), the vibrations to take place in a plane transverse to the length of the spectrum.

* *Annale del Real Museo Fiorentino*, Tom. I. Serie Seconda.

(FROM OUR BERLIN CORRESPONDENT.)

BERLIN, APRIL 8.

A LETTER from Kowno contains interesting particulars of the insurrection, which in that district, it says, is on the increase—new bands forming, and old ones growing in strength. The peasantry, it adds, are generally well affected to the insurgents, and the Imperial ukase, intended to prevent them from joining in the revolt, has little effect:—

"The insurgent bands form themselves in the following manner:—The nucleus is composed of students, young noblemen, clerks and *employes* from the towns, artisans, &c.; around these muster peasants, and the band establishes itself in some favourable forest district. The arms are single and double barrelled fowling-pieces, few rifles, pistols, revolvers, and swords of various kinds. Those who have no firearms are furnished—until such time as they shall have conquered for themselves a gun—with pikes or scythes, manufactured in the camp in improvised smiths' and armourers' forges. Movable columns, as they are called, are sent against the insurgent bands. When the latter consider themselves in a favourable position they accept the combat, otherwise they give way and retire. The troops very seldom penetrate into the woods, but return to their head-quarters without having overtaken the insurgents. Unhappily these military expeditions leave the most deplorable traces behind them. It is incomprehensible that the superior officers of the Russian army can allow such robbing and plundering to take place. I can again cite to you remarkable instances of Russian excesses. Near the little town of Kejdany there was a movable column commanded by Colonel Dellingshausen. In the night of the 27th to the 28th of March two cavalry outposts were disarmed by some insurgents. To discover these latter, the troops, led on by the said Colonel, attacked the little town and completely sacked the mansion of its proprietor, Count M. Czapski.

"On the 29th the house of Madame von Fergits-Winzentow was plundered and burnt because it was alleged that some insurgents had found shelter there. A woman servant, who endeavoured to save the cattle, was thrown into the flames. The consequence of such proceedings is that, among the country people, a panic terror of the Russians prevails, and on their approach everybody who can leaves flies from the villages. This may be one cause that they are so ill-informed of the movements of the insurgents. On the 28th ult. a company of the 1st battalion of Sharpshooters was almost annihilated by the insurgents who had chosen a very favourable position, firing down from a steep, sandy, wooded eminence upon the troops, who had the hill on their right hand and the river on their left, and were thus completely exposed. Of the whole company very few escaped. To-day (1st April) General Lichatscheff returned hither from the Augustowo Government, with a regiment of Dragoons and eight guns. A few hours after his arrival official news came in that the insurrection had broken out again, and more violently than before, in the district he had just left. The railway train to Wilhalken, which left this at 2 p.m., has come back from the first station. The station of Koslowa-Ruda has been attacked, and the garrison, consisting of 80 men, annihilated by the insurgents. Towards evening an extra train, with two companies of infantry and 30 Cossacks, was despatched to that place, but it is said that they have been repulsed with loss. In the last four days reinforcements have been received here. To-day three wounded Russian officers and six carts of wounded soldiers were brought in from beyond the Wilia.

"April 2.—The train from Wirballen has arrived. The news of the defeat of the Russians at Koslowa-Ruda is confirmed. During the past night a band of insurgents penetrated close up to our town. They showed themselves before the Carmelites, a building in which are a military hospital and a prison for political offenders. After the garrison had been alarmed, they disappeared and left no trace. I have just been witness of a cruel spectacle. Seven insurgent prisoners, four of them wounded, were brought in from Koslowa-Ruda. Instead of taking the wounded men to an hospital, the soldiers paraded them about, bleeding as they were, with their three companions, through the principal streets of Kowno. This seems done to deter others from revolt."

Auction Announcements.

MESSRS. FRANCIS & CO.

On TUESDAY next, the 26th instant, Messrs. FRANCIS & Co. will sell by Public Auction, a large quantity of Grey and White Piece Goods, and sundry other articles.

FOR SALE ON COMMISSION.

Saddlery, by McNaghten, of Glasgow.
Superior Hair Oil.
De Jongh's Cod Liver Oil.
N. B.—Messrs. Ritchie, Steuart & Co. have kindly permitted us to state that reference may be made to them.

FRANCIS & Co.

Forbes Street, Bombay, 21st May 1863.

RUSTOMJEE PESTONJEE.

FOR SALE ON COMMISSION.

The property of the late Captain H. H. ELLIOTT, 1st Lancers, a double Barrelled Rifle by Brown and Rodds, and a double Barrelled Gun by Westley Richards. Apply to RUSTOMJEE PESTONJEE.

A small batch of fine Champagne Cognac, by Goudin Freres, at Rs. 24 per dozen. Sample Bottle may be had for Rs. 2 Cash.

GLASS DOMES FOR CLOCKS AND FIGURES.

RUSTOMJEE PESTONJEE has just received for sale on Commission, a small Invoice of Spare Glass Domes with stands, suitable for Clocks, Figures, &c. &c.

A few pair of Electro-plated Gig, Phaeton and Carriage Lamps, and patent new improved Revolver in case complete by Dean Adams and Dean.

RUSTOMJEE PESTONJEE & Co.

Bombay, 21st May 1863.

CRAWFORD & Co., 3, Marine Street, Bombay.

SALE OF CUTCHEE UNJAREE COTTON.

TO-MORROW, SATURDAY the 23rd instant, at 3 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, opposite the Colaba Company's Screw, in the depot, and by order of Thucker Nancy Tha kersey, and on account and at the risk of Thucker Buttonsey Goculdass the first purchaser.

25 Candies Cutchee Unjaree Cotton.

On MONDAY the 25th instant, Messrs. CRAWFORD & Co. will submit to Public Auction, a small and select Invoice of Carte de Visite Albums, of various chaste designs, which are well worthy of inspection. They are now on view.

USUAL AUCTION SALE.

On MONDAY, the 25th instant, Messrs. CRAWFORD & Co. will sell by Public Auction, at their Rooms, a quantity of Grey, Bleached, and coloured Piece Goods, Twists, &c. &c.

3 Cases Bleached Longcloth.

SALE OF GUNJO "PALKEE."

On account of the creditors of Thucker Mooljee Thackersey.

On TUESDAY, the 26th instant, at 3 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, at their Rooms, a quantity of Gunjo *Pallees* of 20 candies Burthen, with Gear and as also now lies at Doree Bander.

FOR SALE ON COMMISSION.

PRINCES PATTERN PARK PHAETON.

A beautiful little Carriage of this form is for sale, warranted new, and direct from the Builders (Jno. Barton & Sons), is warranted strong, and of the best materials, and is recommended as a good description of conveyance for Poona in the approaching monsoon where strength and lightness in a conveyance is a great desideratum.

SHERRY.

Fine English-bottled Brown Dinner Sherry, at Rs. 15 per dozen. To close an account.

WINES.

Good Sherry			Rs. 18 per doz.
Bernard and Co.'s finest Cherry Brandy—			
In quarts			Rs. 13 per doz.
A few Iron Letter Copying Presses, complete with Copying Book. Price Rs. 17-8. each to close an account.			

Bombay, 21st May 1863. CRAWFORD & Co.

DINSHAW HORMUSJEE & CO.

WEEKLY AUCTION SALE.

TO-MORROW, SATURDAY the 23rd inst., Messrs. DINSHAW HORMUSJEE & Co. will submit to sale by Public Auction, at their Rooms, a quantity of Grey Piece Goods, consisting of Long Cloths, T Cloths, Shirtings, Madapollams, &c. &c.

A few Coils of best English Manilla Ropes of different sizes.

AUCTION SALE OF ELEGANT HOUSEHOLD FURNITURE, CARRIAGES, HORSES, SQUARE PIANO, THURSTON'S SLATE BILLIARD TABLE, WITH LAMPS, &c., &c., AT "MORLEY HALL," UPPER COLABA.

On TUESDAY, the 26th, and WEDNESDAY the 27th instant, Messrs. DINSHAW HORMUSJEE & Co., will submit to Sale by Public Auction at his residence, "Morley Hall," Upper Colaba, all the elegant Household Furniture, Carriages, Horses, &c., of JOHN FARRAR, Esq., (proceeding to England); the same comprises a set of rich cut Glass Ware, "vine leaf" pattern quart Decanters, 40 in a glass, gilt Dessert Set, a Blue and Gold and White Gold and Red Bordered Dinner Sets, a handsome Green and Gold Tea Set, Green and Gold Breakfast Set, a set of 4 Plated Dish Covers, pair of Oilong and round Entwined and Vegetable Dishes, Cruet, Egg, Soy, and Pickle Frames, Salvers, open worked Bottle Stands, handsome Epergne with Dish, Tea Kettles and Coffee Pots, a set of best Plated Tea Set, Bronze, Table, and Chamber Candlesticks, ware of Plated "king's pattern Spoons and Forks, Liquor Frames, a box of Plated Dessert Knives and Forks, Rummers, &c., sets of Cutlery, a large Blackwood Dining Table for 30 persons, Side Boards, Dumb Waiter, Arm Chairs, Tea Poys, Screens, Drugget Carpets, a first-rate single Barrel Rifle in case, complete by "Whitworth," a single Barrel Gun in case by "Westley Richards," a second double Barrel Gun in case by "Charles Moore," a Revolver in case, and the furniture all carved Blackwood such as Circular Table, plated 3-light and single Hanging Argand Lamps, with Drops, Bronze Table and Solar Lamps, English Brussels Carpets, open-worked Drawing-room Chairs, Conversation, Half-backed, and Divan Couches, Easy Chairs, open-carved Tea Poys, Chiffoniers, large and small China Jars and Vases, an English Rosewood Writing Table with Drawers, a Mahogany full toned Square Pianoforte by "J. C. Waring" and Co., with cover, Music Chair, small Pedestal Side Stands, English Whatnots, Alabaster "Figures, Pier and Card Tables, a correct going 8-day Clock by "French," City Observatory, London, rich Engravings in Maple and Gilt Frames, Carved Bedstead complete, Camp Cots, Dressing and Washhand Tables, Toilet and Cheval Glasses Clothes and Lawn Presses, Copper Cooking Utensils, and Dispense articles, a first-rate Thurston's Slate Billiard Table, Balls, Cues, Frames, &c., with a Bronze Revolving Lamps and elegantly open carved Blackwood Reading Stand.

AT 1 P. M.

(If not previously disposed of)

A pair of large-